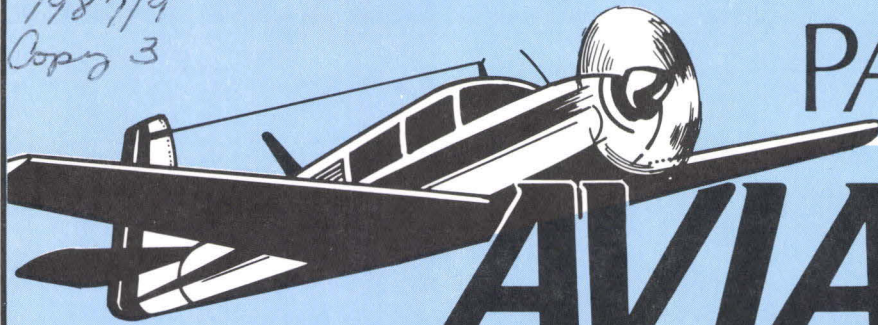


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PALMETTO

AVIATION

Volume 39, Number 9

Published by the S.C. Aeronautics Commission

September, 1987

MEDUCARE COMES TO LOWCOUNTRY

Meducare, the Lowcountry's first medical helicopter transport has begun service in the Charleston area. It will be able to transport patients from anywhere within a 150 mile radius. With a cruising speed of 150 miles per hour, it can transport a patient to Charleston from 60 miles away in approximately 30 minutes.

The purpose of Meducare is to assist Emergency Medical Services (EMS) and to transport intensive care or critical patients to the Medical University. According to Dr. David Reines, medical director of the service, the helicopter program is unique because it is a flying intensive care unit.

Meducare will serve every hospital in the state that needs to transport patients by air to the Medical University. Dr. Reines said that the helicopter will not be used to transport patients to other hospitals in normal circumstances. The service is expected to average about 300 flights each year.

Meducare has three pilots, six nurses, six paramedics, five dispatchers and a mechanic to provide 24-hour service. A normal team will consist of one nurse, one paramedic and the pilot.

Dr. Reines said both nurses and paramedics have been through grueling training courses to prepare them for the flight service. He said flight nurses are trained at a higher level than hospital nurses so that they can deal with any emergency or critical care need in the air.

The helicopter will not be used as an air taxi service. It is designed for patients who need to be moved, but whose con-

dition would be jeopardized through ambulance transport.

"We work as a team with the local EMS, hospital and physician to provide a complete network of emergency care services," said Tom Curran, administrative program director.

"The bottom line is saving lives, and in cases where minutes can make a difference, a specially-equipped helicopter may be the best option."

The practice of hospital-based helicopters began in 1976, and research shows such programs save lives and money. A 1983 report in the *Journal of the American Medical Association* compared the survival rate of 150 trauma patients flown to the hospital by helicopter with that of 150 trauma patients who traveled by ambulance. The study showed 52 percent fewer deaths among patients flown by helicopter.

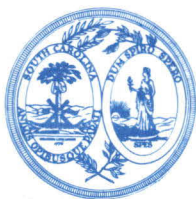


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STATE DOCUMENTS

Meducare's MBB BK-117 model, twin-engine helicopter can carry up to two adult patients along with the flight crew, although most trips will carry only one patient. Flight crews will have access to sophisticated medical equipment and supplies on board.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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FROM THE FAA

The FAA has issued a notice of proposed rulemaking with the intent of establishing an Airport Radar Service Area (ARSA) at three locations in the general flying area. The locations are Fayetteville Municipal/Grannis Field Airport, NC; Pope Air Force Base, NC; and Shaw Air Force Base, Sumter, SC.

Each location is an airport with a nonregulatory Terminal Radar Service Area (TRSA) currently in effect. Establishment of each ARSA would require that pilots maintain two-way radio communications with air traffic controllers while in the ARSA.

Comments Invited

This notice involves three locations. Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposal. Communications should identify the airspace docket and be submitted in triplicate to the following address.

Federal Aviation Administration
Office of the Chief Counsel
ATTN: Rules Docket [AGC-204],
Airspace Docket No. 87-AWA-24
800 Independence Ave., SW.
Washington, D.C. 20591

All comments **MUST** be received on or before November 7, 1987.

Informal Meetings

In addition to seeking written comments on this proposal, the FAA will hold informal airspace meetings for the proposed ARSA locations in order to receive

additional input with respect to the proposal. The dates, times, and places for these meetings are listed below. Persons who plan to attend the meetings should be aware of the following procedures to be followed:

(a) The meetings will be informal in nature and will be conducted by the designated representative of the Administrator. Each participant will be given an opportunity to make a presentation.

(b) There will be no admission fee or other charge to attend and participate. The meetings will be open to all persons on a space-available basis. The FAA representative may accelerate the agenda to enable early adjournment if the progress of the meetings is more expeditious than planned.

(c) The meetings will not be recorded. A summary of the comments made at these meetings will be filed in the docket.

(d) Position papers or other handout material relating to the substance of the meetings may be accepted. Participants submitting handout materials should present an original and two copies to the presiding officer. There should be an adequate number of copies provided for further distribution to all participants.

(e) Statements made by FAA participants at the meetings should not be taken as expressing a final FAA position.

The informal airspace meeting places are as follows:

Fayetteville Municipal/Grannis Field Airport and Pope AFB, NC, ARSA's

Time: 7:00 p.m.

Location: Fayetteville Technical Institute Auditorium

2201 Hull Road

Fayetteville, NC

Shaw AFB, SC, ARSA

Time: 7:30 p.m.

Location: Shaw AFB NCO Club

Shaw AFB, SC

Note: Enter Shaw AFB through main gate

C.A.P. NEWS



News Cap Squadron

The S.C. Wing Civil Air Patrol has announced the formation of a new CAP squadron in Rock Hill. The new squadron's name is the York County Composite Squadron and it will meet at the National Guard Armory on Highway 161 at the airport entrance. Senior member advisors and cadet members meet every Thursday evening. If you are interested in this new CAP squadron, contact the Squadron Commander at 329-4100.

Florence Announces Staff Appointments

The Florence Composite Squadron has announced the appointment of two members to staff positions. Capt. Jeremy Pearson has been named Deputy Commander of Cadets. Capt. Pearson joined the patrol as a cadet in 1972 and has been the recipient of the Carl A. Spaatz Award, the highest award a cadet can earn. Capt. Pearson is an environmental engineer with General Electric and

transferred to Florence from Wilmington, N.C. where he also served as Deputy Commander of Cadets.

Senior Member Brantley Carter has been named the new Public Affairs Officer for the squadron. SM Carter is the Manager of the Parks Division for the city of Florence and is a new member of the Civil Air Patrol.

Greenwood Drills

Approximately 30 CAP personnel from seven squadrons, participated in severe weather drills at the Greenwood County Airport earlier this month. Mission Coordinator Gordon Rossback of Anderson said that the drills consisted of various exercises concerning severe weather.

Seven aircraft participated in the exercises which involved coordination with local and state disaster preparedness teams.

Rossback said the CAP conducts four such drills each year, Two for practice and two for Air Force evaluation.

Breakfast Club



Sept. 6 Oswalt Field (House Movers)
Batesburg

Sept. 11-13 Jekyll Island, GA
For reservations at the Holiday Inn call (912) 635-3311, ask for Tracy.
Transportation available from airport.

Oct. 4 Woodward Field,
EAA Chapter 3 Fly-in
Camden

18 Orangeburg Municipal Airport
Orangeburg (Election of Officers)

Nov. 1 Kirk Airbase
Lancaster

Nov. 15 Lugoff
Hosted by Lugoff Paraflight

Nov. 29 East Cooper Airport
Charleston

Dec. 13 North Myrtle Beach
Don's Pancake House

27 Open

FAA Proposes New Carry-On Baggage Requirements

Secretary of Transportation Elizabeth Hanford Dole has announced that the Federal Aviation Administration (FAA) has adopted stiffer regulations requiring airlines to exercise increased control over carry-on baggage.

"The new rule is intended to make sure that carry-on baggage is properly stowed before takeoff while, at the same time, offering enough flexibility to accommodate the legitimate carry-on needs of business travelers and other passengers," Dole said.

Dole said the Department of Transportation's special comprehensive inspection of all the nation's airlines in 1984 "found that some passengers are carrying excessive amounts of baggage with them on flights, causing confusion and possible safety hazards. Improperly stowed bags

can be dislodged during turbulence and injure passengers or crew members."

Dole also said loose bags can impede evacuation of an aircraft in a survivable accident or other emergency.

Pre-existing FAA rules required bags to be properly stowed prior to takeoff, but Dole noted they did not provide sufficiently precise standards to prevent abuses. Accordingly, she added, the new rule will require U.S. airlines to establish an "approved program" to control the quantity of carry-on baggage.

FAA said that in the past airlines relied primarily on flight attendants to monitor carry-on baggage and noted that this practice can distract them from their required preflight safety duties and subject them to substantial pressure to find

stowage space for carry-on items, even if in inappropriate areas. The new rule would require instead that aircraft doors remain open and that a crew member be designated to verify that all carry-on items have been stowed safely. This is intended to give attendants time to unload excess baggage and send it to the cargo hold.

Under the new rule, the airlines can tailor their carry-on baggage programs to fit different aircraft and operational conditions. For example, an airplane's storage and passenger capacities will be important considerations in setting limitations on carry-on luggage. In addition, an airline's program will cover training of station personnel and aircraft crew members and include provisions for handling excess carry-on items.

HILTON HEAD NOISE A

As most of you know, Hilton Head is a wonderful place to vacation. It has almost everything a family looks for in a holiday, the beach, golf, tennis, restaurants, and shops.

What a lot of us seem to forget however, is that an awful lot of people make their home at Hilton Head. Just like anywhere else in the state, noise

around the airport is a continuing problem.

As the island grows, the airport becomes increasingly more important for people who want to get there safely and quickly. As business at the airport grows, noise becomes more of a problem.

Noise abatement procedures have been established at Hilton Head, but

violations are still increasing. These violations are due in part, probably through a lack of knowledge by off-the-island pilots.

If you have never been to Hilton Head you should make every effort to do so. But when you fly in and out, remember those who live there year-round and observe the following noise abatement procedure.

ALL ARRIVING AIRCRAFT

Landing Runway 21: Downwind and base legs should be flown over water.

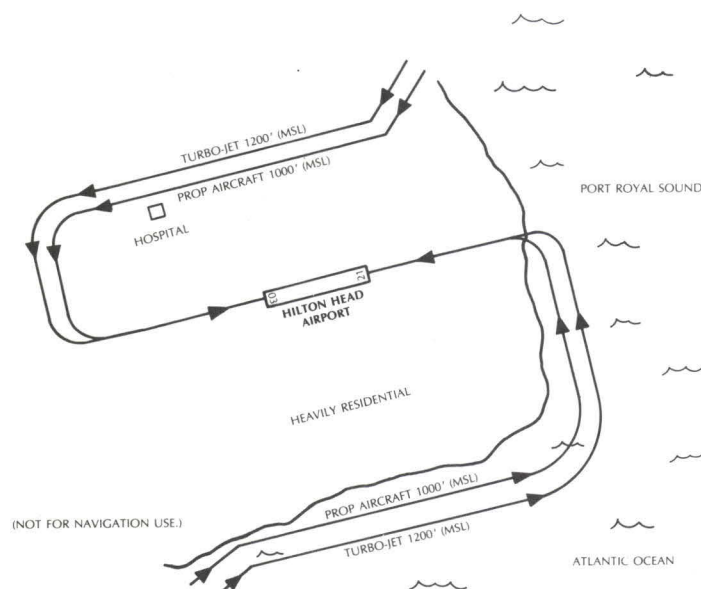
VISUAL APPROACHES:

Propeller Aircraft

Fly lefthand traffic pattern either runway at 1000 feet (MSL)

Turbo-Jet Aircraft

Fly lefthand traffic pattern either runway at 1200 feet (MSL).
Employ NBAA Approach when landing using VFR Procedures.



ALL DEPARTING AIRCRAFT

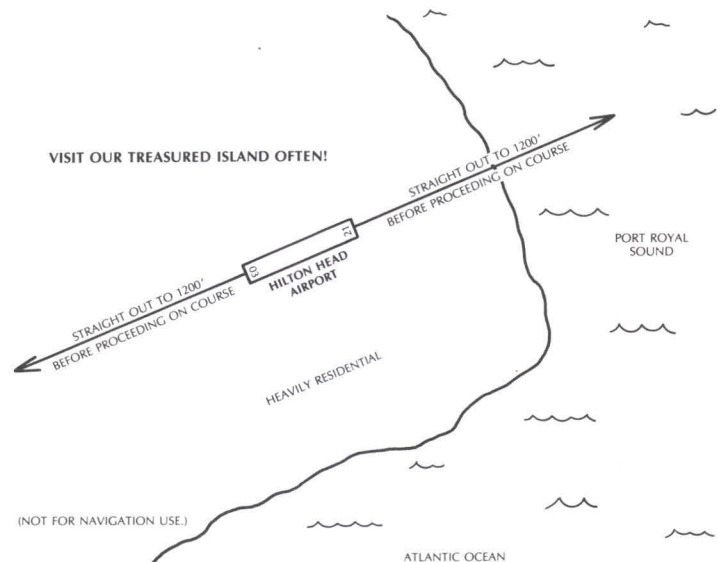
Runways 03 or 21: Climb straight out to 1200 feet (MSL) before proceeding on course.

Propeller Aircraft

Reduce RPM's to climb setting as soon after lift-off as safety permits. Use aircraft's best rate of climb.

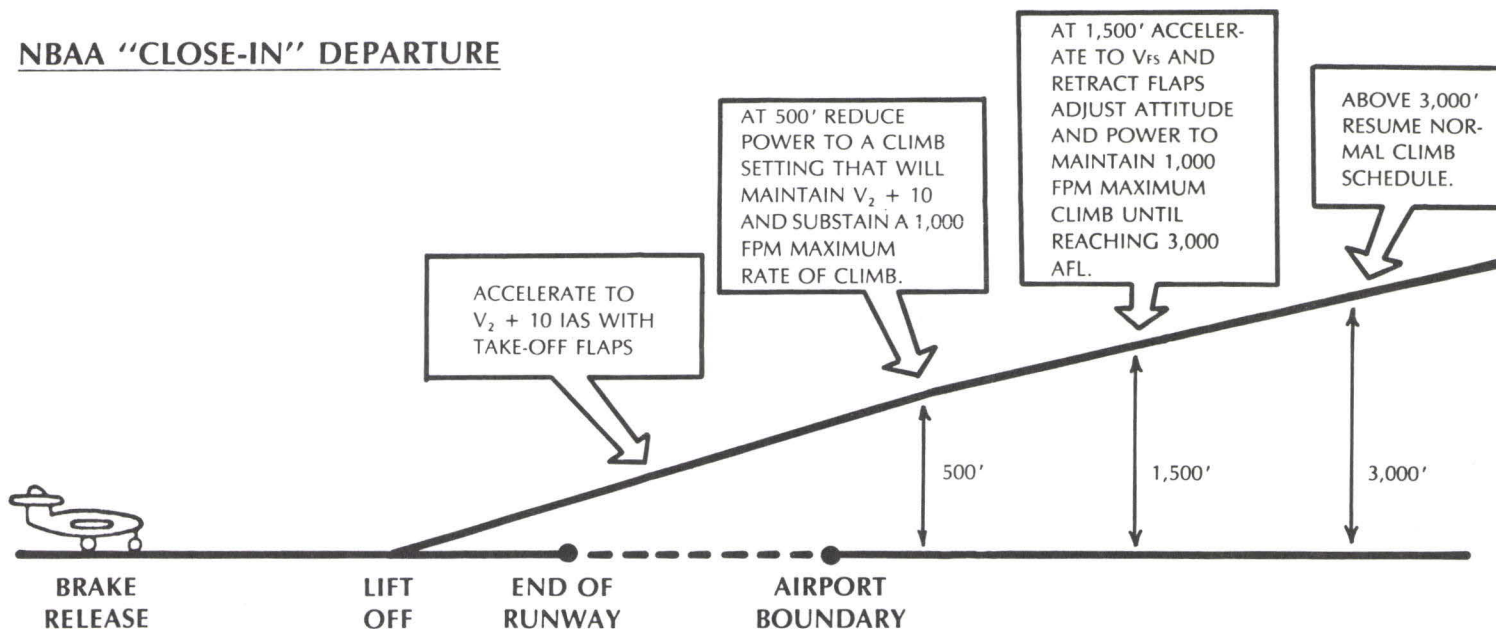
Turbo-Jet Aircraft

Use NBAA published "close-in" noise abatement procedures. (See reverse side.)



ABATEMENT PROCEDURES

NBAA "CLOSE-IN" DEPARTURE



HILTON HEAD AIRPORT FACILITIES, SERVICES AND GENERAL INFORMATION

Unicom: 123.0 Hours attended: Mon-Sun. 8 a.m. - 10 p.m.

Airport elevation: 20 feet. Coordinates: N32-13.5 W080-41.9.

Pattern Altitudes: Propeller Aircraft - 1000 feet (MSL); Turbo-jet - 1200 feet (MSL).*

Lighted asphalt runway 03 and 21: 4300 feet (x75) for departures and 4000 feet for landing. Displaced threshold.

Runway light intensity transmitter activated via 123.0; 3 low; 5 medium; 7 bright.

Beacon: dusk to dawn

VASI: Visual Approach Slope Indicator lights: Runway 03 and 21.

REIL: Runway End Identification Lights: 03 and 21.

Approaches: RNAV; VOR/DME (Sav.) 112.7 081° 21.5 NMs.

Local radio station: WHHR 1130.

FSS (Savannah - in air): 122.2.

FSS (Savannah - Local landlines): 785-4390.

FSS (Charleston - Landlines): 1-800-922-4503.

Clearance Delivery (Savannah - On ground Hilton Head): 121.1.

Temporary Tower frequency: 126.7**

Temporary Ground frequency: 121.6**

FBO's: Hilton Head Air Service, Inc.: (803) 681-6383;

Fuel: Exxon 100LL and jet.

Low Country Air: (803) 681-4201;

Gulf 100LL and jet.

APU; Tie-downs.

Commercial airline service: Eastern Atlantis: 681-8867.

Piedmont-Henson: 681-8244.

Ground transportation: Car Rentals-American International (681-6565);

Avis (681-4216); Budget (785-8383);

Hertz (681-7604); National

(681-7368)

Limousines

Taxis

Airport Manager: 681-2196

* See pattern diagrams this pamphlet. Community is very noise sensitive. All pilots are requested to observe noise abatement procedures.

**Activated for only high traffic occasions such as Family Circle Tennis and Heritage Golf Tournament.



TENTH ANNUAL SOUTH CAROLINA

AIRPORTS CONFERENCE

Over the past several years our annual conference has really taken off. The numbers have grown so fast that it has become almost impossible to guarantee that we will reach everyone interested through our mailings. Therefore, in case we missed anyone, here is a registration form for your use.

We have added Lt. Governor Nick Theodore to the Wednesday

morning schedule. We believe you will find him both informative and entertaining. Come join us on Hilton Head.

Please note; we have a block of rooms reserved at the Marriott where the conference is being held. If you want a room there, DO NOT call the hotel. Instead, call Dee Vickery in our office toll-free in-state at 1-800-922-0574; out-of-state 1-803-734-1720.

REGISTRATION FORM

TENTH ANNUAL SOUTH CAROLINA AIRPORTS CONFERENCE November 17-20, 1987

NAME _____

(As You Want It Shown On Your Name Badge)

COMPANY/AIRPORT _____

ADDRESS _____

CITY/STATE/ZIP _____

TELEPHONE _____

REGISTRATION FEE

Arrival:

_____ Tuesday evening and Wednesday A.M. arrivals.....\$100.00

_____ Wednesday P.M. after lunch arrivals.....\$80.00

Amount enclosed(\$_____) *

SPOUSE/GUEST REGISTRATION

NAME _____

(As You Want It Shown On Your Name Badge)

Select functions you wish to attend and remit accordingly. Tickets will be included with your registration material.

_____ Luncheon - Wednesday, November 18 - \$20.00.....

_____ Luncheon - Thursday, November 19 - \$16.00.....

(OR)

_____ "Daufuskie Seafari" - (spouse tour-lunch)
Thursday, November 19 - \$35.00.....

_____ Cocktail Party/Seafood Dinner -
Thursday, November 19 - \$22.00.....

Amount enclosed(\$_____) *

*TOTAL COMBINED AMOUNT OF CHECK.....\$_____

PLEASE MAKE CHECK PAYABLE TO S.C. AIRPORTS CONFERENCE.

Mail to: Mr. Robert Thurber
S.C. Airports Conference
P.O. Box 12547
Columbia, S.C. 29211

Commission Notes

The South Carolina Aeronautics Commission, in its last monthly meeting, approved allocations totaling \$118,821.50 of Capital Improvement Bond Funds for development and improvement projects.

Some projects have federal, state, and local participation, while others have state and local participation only. Commission approval authorizes state participation in state-local projects and authorizes state participation in federal-state-local projects subject to issuance of a federal grant.

The following is the most recently approved projects:

Barnwell County Airport

An allocation of \$15,500 for the recycling of runway 4/22 surface by using a rejuvenating agent. This is a 50/50 project with the local share being \$15,500 and the state being \$15,500.

Donaldson Center Airport

An allocation of \$7,123.50 to seal joints and cracks on runway 4/22. This

is a 50/50 project with the local share being \$7,123.50 and the state share being \$7,123.50.

Dorchester County Airport

An allocation of \$1,650 for the preparation of a master plan study to cover airport requirements, airport plans, scheduling and cost, and miscellaneous items. This is a 90/5/5 project with the federal share being \$29,704 and the local and state shares being \$1,650 each.

Florence Regional Airport

An allocation of \$6,443 for FAA regulations, Part 77 surface clearing on runway 9/27. This is a 90/5/5 project with the federal share being \$115,979 and the local and state shares being \$6,443 each.

Hester Memorial Airport, Abbeville

An allocation of \$14,600 approach clearing and obstruction removal in the primary surface areas of runway 10/28. Also for the marking of powerlines and preliminary engineering design for possible future overlays. This is a 50/50 pro-

ject with the local share being \$14,600 and the state share being \$14,600.

Orangeburg Municipal Airport

An allocation of \$7,515 to clear obstructions in runway 4 area and refurbish runway 4/22. Also to install medium intensity lights and a rotating beacon, and radio controls for the airport lighting system. This is a 90/5/5 project, with the federal share being \$135,270 and the local and state shares being \$7,515 each.

Rock Hill Municipal (Bryant Field)

An allocation of \$30,834 for the construction of a parallel taxiway and repair of runway 01/19. Also for the rehabilitation of the medium intensity runway lighting system. This is a 90/5/5 project with the federal share being \$555,005 and the local and state shares being \$30,834 each.

Sumter Municipal Airport

An allocation of \$35,156 to acquire a clear zone land for runway 4/22 extension and an environmental assessment of runway the extension. Also for a master plan update and the construction of a 700 foot runway extension and parallel taxiway with MIRLs and MITLs. This is a 90/5/5 project with the federal share being \$632,803 and the local and state shares being \$35,156 each.

Aviation Calendar

The following are aviation events occurring in or near South Carolina.

SEPT. 22-24: Marietta, Ga. The North Georgia State Fair, featuring the Golden Knights.

SEPT. 26: Bamberg County Airport. Airport Appreciation Day/Fly-in. An all day festival featuring parachutists, remote-controlled aircraft, ultra-lights, contests, airplane rides and refreshments. For more information, call 245-2442.

OCT. 2-4: Flight Instructor Refresher Course, through the AOPA Air Safety Foundation, Columbia. Renew your cer-

tificates with all ratings through this FAA approved course. Tuition is \$105. To register, or for more information, call toll-free 1-800-638-3101.

OCT. 3-4: Clio Crop Care Airfield, Clio. Tenth Annual Fall Fly-in. If you missed the spring fly-in, don't miss this one. Transportation to Bennettsville hotels will be provided.

OCT. 4-10: Second Annual North Carolina Aviation Week. Plans call for a joint Tennessee-North Carolina air tour on the 9th through the 11th. No registration fee, but you foot your own bills. For more information, call Diane Gusky at (615) 741-3208, or Wayne Hallyburton

at (919) 787-9618.

OCT. 10-11: Chester County Fall Affair. Festival climaxes with an airshow and open house at the Chester Airport. Attractions will include aerial acrobatics, helicopter rides, parachute jumps, sailplanes and static displays. Gates open at 10 a.m. on Sunday the 11th with the airshows starting at 2 p.m.

OCT. 24-25: Beaufort MCAS Open House. Everything you have come to expect from a military open house and more. This year's show features the Blue Angels in their new F-18 Hornets as well as other aerial acts. Two full days of flying!



**SOUTH CAROLINA
AERONAUTICS COMMISSION**
P.O. Drawer 1987
Columbia, South Carolina 29202

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This Month... Inside Palmetto Aviation

- **Hilton Head Noise Apatement**
- **Conference Registration**
- **East Cooper Dedication**
- **Low Country Emergency Helicopter**
- **Commission Notes**
- **Aviation Calendar**
- **More ARSAs**

EAST COOPER OFFICIALLY DEDICATED

East Cooper Airport, a general aviation facility, was dedicated Saturday, August 8. The airport is located 9.5 miles north of Mt. Pleasant off of U.S. Hwy. 17.

The new facility consists of a 1,200 square foot office space, a 3,600 square foot hangar and a 10 bay T-hangar.

The fuel farm has two 12,000 gallon storage tanks - one for AV GAS and one for jet fuel. All facilities were designed by the LPA Group of Columbia, South Carolina. The building and hangars were built by Limehouse and Frampton Construction Company of Ladson, South Carolina and the fuel farm was built by Branum, Inc., of Paw Creek, North Carolina.

Mr. William E. Craver, Jr., Chairman of the Charleston County Aviation Authority said "The Authority is proud to be able to provide this facility. Our

community is growing and the building of this facility has already had a positive impact on the economic and recreational development in the East Cooper area."

"Quality General Aviation facilities are a definite asset to any prosperous community. The Charleston area is fortunate to be served by such an aggressive Aviation Authority that is dedicated to providing the best services and facilities for the people of the coastal region of South Carolina," said Dr. James Edwards the keynote speaker.

Following the dedication ceremony, an Open House was held to show the community the many types of aircraft that use a general aviation airport. Exhibits consisted of: a corporate aircraft, a crop-duster and the MEDUCARE helicopter. Also, the East Cooper Model Club was on hand to entertain visitors with remote control model planes.

Hawthorne Aviation, the Fixed Based Operator (FBO) will provide services such as fuel and rental cars to the users of this facility.

The 3,700 foot runway is capable of handling most general aviation aircraft. While the East Cooper Airport cost approximately 3.6 million dollars to build (land, runway, buildings and fuel farm) only \$749,000 was invested by the Charleston County Aviation Authority. The remaining funds were contributed by the Federal Aviation Administration and the South Carolina Aeronautics Commission.

The Charleston County Aviation Authority also owns the Charleston International Airport, the Charleston Executive Airport (located on Johns Island) and has 500 acres of property for lease in the office/industrial park adjacent to the Charleston International Airport Terminal.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.